

Mails.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ ROY. LUITPOLD" Capt. H. Kerchner	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" Capt. O. Fabke	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINRA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raeger	FRIDAY, 5th Nov., Daylight
KODAT and SANDAKAN	"BOHNE" Capt. Sembill	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSKILL, VIA PORTS	TOURANE	Bourge	8th Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSKILL, VIA PORTS	ERNEST SIMONS	Girard	9th Nov., A.M.
SHANGHAI, KOBE, YOKOHAMA, MARSKILL, VIA PORTS	ERNEST SIMONS	Girard	10th Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSKILL, VIA PORTS	ARMAND BEHIC	Guilbert	13rd Nov., A.M.

Transshipment on the Co's Steamers at Singapore (for Batavia) at Colombo for Calcutta Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £75.00. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 26th October, 1909.

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETTO & Co.

P. A. LAPICQUE.

Hongkong, 26th October, 1909.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. And, or write, for Illustrated Booklet on "Detective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

1, John Street, Bedford Row, W.C.

19, Becliff Street

66, Nanking Road

Hongkong, 26th March 1909

Hongkong, 26th March 1909

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks..... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for towing Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Ribs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: Nos. 378, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Seattle.

A. I. and Watkins.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

XXX Very Old Fine.....\$2.50

V.O.C.B. Guaranteed 20 Years

Old.....5.50

ALSO

QUINQUINA?

DUBONNET?

FRENCH STORE.

Sole Agent,

Hongkong, 30th April, 1909.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL and PROVISION MERCHANTS,

NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S BARTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DANIEL'S PATENT MOTOR

LAUNCHES,

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL URBAN

and

P. & O. SPECIAL LIQUEUR, SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 26th March, 1909.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

attended.

Hongkong, 6th September, 1909.

(17)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP.....\$1,500,000)

Loans on Mortgage of House Property, &

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 10th March, 1909.

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SHANGHAI SETTLEMENT EXTENSION.

SIR JOHN JORDAN'S DESPATCH.

It is learnt that the Foreign Ministers have individually addressed the Wai-wu-pu on the subject of extending the International Settlement. The following is a translation of the gist of the British Minister's despatch: "Late-ly the Consular Body in Shanghai has addressed the Viceroy of the Liangkiang Provinces urging that the northern boundary of the International Settlement be extended as far as the Railway on the ground that although there is a Chinese Police Bureau exercising jurisdiction in the tract of land in question it only exists in name inasmuch as the police, sanitary and other public matters are all neglected to the great danger of the adjoining Settlement. Further when the Settlement was last extended it was intended that the said tract of land should be included in the extension but as the then Viceroy of the Liangkiang feared that the railway station might thus be placed in the Settlement and the question of foreign merchants leasing land in the Paoshan District was then still unsettled he did not agree to it and that the land from the northern boundary of the Settlement to the railway is practically all registered in Consulates under the name of foreigners and neither the railway station nor the railway is now included in the proposed extension; therefore the then Viceroy's fears no longer exist. But the Viceroy has replied that the last extension of the Settlement was upon the understanding that it was not to be again extended, that the fact that there are so many Chinese residing in the Settlement tends to show that the foreign merchants simply make a business out of the land, that the Chinese Police Bureau will gradually improve upon the administration of the police, sanitary and other public affairs and so on. Now this is a matter of the utmost importance and I can not allow our request to be thus brushed aside. Besides the administration of the Chinese Police Bureau is going from bad to worse and steps must be taken to protect the Settlement from harm. As Great Britain has greater interests in Shanghai than any other country I deem it my duty again to request that the tract of land in question be placed under the jurisdiction of the International Municipal Council. The Austrian Minister has written to the Wai-wu-pu to the effect that it was decided at the last annual meeting of ratepayers that the Northern limit of the International Settlement should be extended so that the sanitary and other matters may be improved and the fears of the people on that account may thus be removed."

The Wai-wu-pu has replied that the Shanghai International Settlement is most extensive and that when the 1st extension took place, in the 5th year of Kwang Hsu, the then Viceroy of the Liangkiang, H. E. Liu very liberally agreed to add over 20,000 square feet of land to the Settlement, nearly twice the size of the original Settlement, it was with the intention that it should never be again extended. The proposed extension lies between the existing boundary of the Settlement and the railway and is the Paoshan District which is not open to foreign trade. The foreign merchants were wrong in leasing land there and we have demanded that they be ordered to remove back to the Settlement in accordance with the treaties. At all events this treaty provides that foreign merchants be allowed to trade in the Shanghai Settlement only and how can it be claimed that land which is outside the treaties be added to it. The Board has at the same time requested the Viceroy of the Liangkiang to improve the administration of the police, sanitary and other public affairs as soon as possible so as to give the foreigners no legitimate excuse for persisting in their demand.—Shanghai Times.

THE LATE MR. TOM MCKAY.

OBITUARY IN AN AMERICAN PAPER.

A Seattle paper of the 16th ultimo contains the following obituary of Mr. Tom McKay, well-known in shipping circles in the Far East. "Tom McKay, one of the best known railroad men in the Hawaiian lines on the coast, died following a lingering illness. McKay passed away at the Hotel Fairmont. He was formerly the general passenger agent in the Orient of the Union Pacific, Central Pacific, the Southern Pacific, and the Santa Fe, having his headquarters in Yokohama. Before assuming the position in the Orient he was associated with the Burlington route in this city, although for the last fifteen years he has spent his time in the Orient."

McKay became ill about two years ago and he came to this city for medical attendance. An operation was performed and he rallied, resuming his duties in the Orient. In July of this year he again returned to this city and went under care of the physicians. He improved a little and took trip East with the hopes of his health returning. He failed to improve and returned to this city, and for the past month had been gradually sinking.

"It is said that the news of Harriman's death affected him greatly. McKay was 65 years of age. He was highly esteemed among his associates and innumerable friends in this city and in the Orient. He is survived by a niece who lives in Missouri."

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Children's Shirts made to order, and Children's Collars made on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Wongwong, 22nd April, 1909.

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Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

FINE FOOTWEAR FOR LADIES and CHILDREN.

SMART WALKING SHOES

BLACK GLACE, TAN GLACE, BLACK BOX CALF, TAN WILLOW, CALF.

DAINTY SHOES

FOR AFTERNOON AND EVENING WEAR.

"PETER PAN"

The most comfortable and reliable Children's Shoes ever produced.

Built on Anatomical lines and recommended by eminent chiropodists. The Finest English Leather only used in the construction of these shoes.

STOCKED IN BLACK GLACE, A GLACE, BLACK CALF, TAN CALF.

BY Wm. Powell, Ltd., ALEXANDRA BUILDINGS.

Hongkong, 25th October, 1909.

OPIUM SMUGGLING.

MANILA BANKER SENTENCED TO IMPRISONMENT.

At 12.30 this afternoon, in the Court of First Instance, Judge Lobingier handed down his decision of the case of William Kennedy, one of the defendants in the famous Grant-Kennedy smuggling case, in which the defendant is found guilty and sentenced to imprisonment for one year and to pay one-half of the costs of the action, reports the *Manila Times* of 20th Oct.

Judge Waite, one of the attorneys for the accused, when the court finished reading the sentence, gave notice that he would file a motion to arrest execution of the sentence, stating that the decision of the court was based upon the alleged conspiracy between the two defendants, which he claims not to have been proved beyond a reasonable doubt by the introduction of testimony and documentary evidence relative to the P6,000 said to have been furnished by Kennedy for the purchase of the contraband drug in Hongkong and the P2,000 which is alleged to have been furnished at Hongkong to make up the pool of ten thousand Mexican pesos which is said to have been formed for the purchase of the same.

The decision handed down this morning is only with reference to the defendant Kennedy, the court still having under consideration the motion presented a few days ago by counsel for Grant for a change of plea from that of guilty to not guilty. No decision of the motion has as yet been reached.

The decision of the court in the Kennedy case is, in part, as follows:

"That the two defendants knowingly conspired together to import or bring into the Philippine Islands a large quantity of opium and cocaine contrary to law;

"That, pursuant to such conspiracy, said opium and cocaine were imported and brought into the Philippine Islands in violation of law;

"That the defendant Kennedy knowingly assisted in importing and bringing, and facilitated the transportation of, said opium and cocaine into the Philippine Islands.

"The Prosecuting Attorney recommends a penalty of imprisonment for one year. Under all the circumstances we cannot say that this is excessive as to defendant Kennedy nor that any lesser penalty would be adequate. The case is a particularly aggravated one and the plot, if successful, would have gone far to frustrate the law's beneficent purpose to eradicate the destructive and hideous opium habit. The crime was committed deliberately and with long and careful preparation. No merely nominal punishment would meet the case. The defendant Kennedy is therefore sentenced to imprisonment for one year, and to pay one-half of the costs of this prosecution."

TABLE SUPERSTITIONS.

THEIR ORIGIN.

"Quick! Push me the salt, I've spilled some salt on the table!" Of course the man knew that there was some connection between a wine-salt and salt, but in the excitement of the moment he became confused as to the appropriate order of things. Hence his mistake. The spilling of salt has always been thought to be unlucky, especially if it look place whilst it was being handed from one to another. This was supposed to be an infallible sign of a quarrel between the two. The cure, or antidote consisted in the flinging of a pinch of salt over the left shoulder.

The origin of the superstition is veiled in mystery. The Romans certainly believed in it, and some folk-loreists suggest that it may have originated in the circumstance that salt was largely used in sacrifices, and that to spill it when once placed on the head of the victim was, therefore, regarded as an evil omen. Other authorities assert that salt being the symbol of incorruptibility it became, by analogy, the emblem of friendship. Even the helping of salt is considered unlucky. "Help me to salt; help me to grow," is a well-known saying; but it is not so generally known that a second helping counteracts the evil influence of the first.

In Gay's "Farmer's Wife and the Raven" these lines occur:

The salt was spilt, to me it fell
That to contribute to my loss,
My knife and fork were laid across.

The two latter lines refer to another, and no less popular, superstition, for if these implements appear crosswise, the inference is that trouble and misfortune will ensue. To let a knife drop is a sign that a visitor may be expected, and some folk even think it very lucky to find a knife whilst the giving of a knife (or any cutting instrument) except against the payment of a small coin of the realm, has always implied the severance of friendship.

A knife, dear girl, cuts love, they say,
More foolish love perhaps it may.

In the North Country an open knife is often placed near a sleeping child to protect it from harm. Herick says on the subject:

Let the superstitious wife
Near the child's head lay a knife
Point be up, and hilt be down,
While she goes to the town.
This 'monger other mystic charms
Keeps the sleeping child from harm.

If a loaf of bread break in two in the hands of a single woman whilst cutting it, one of two things is indicated; either she will not be married during the next year, or else there will be a quarrel in the family. Again, a loaf may be cut upside down under pain of dire misfortune. The making of a cross on a loaf before putting it in the oven, as also in the case of the Good Friday bun, is, of course, to protect it against witchcraft. In Scotland, workmen often scratch a cross on their new tools for the same purpose, and in some countries butchers mark the shoulder of a lamb or sheep with a cross, after taking off the skin, under the impression that it keeps the meat sweet and fresh.

Eggs have an extensive folk-lore all to themselves. It is lucky to crush the shell after eating the egg. Sir Thomas Browne gives as the reason for this ceremony: "Less wickles should draw or prick their names thereon, and veneficiously mischief their person, they broke the shell." It is also considered a bad omen to bring eggs into a house, or to take them out of the house after dark, and many persons avoid burning eggshells because they think that the hens will then cease to lay. Again, it is useful to make a hole through the bottom of an empty eggshell, as if this be not done, the witch may use it to put to sea for the purpose of wrecking a ship. Beaumont and Fletcher in "The Woman Pleased" say:

The devil should think of purchasing that egg-shell
To steal by a witch for the turnabout.

To Norfolk, madures is said to come from eating the marrow of pork-bones, and in Northumberland, if the meat for dinner shrivel in the pot, it presages a downfall in life; but if it swell to a large size, it means that the head of the family will greatly improve in his undertakings. In Suffolk a popular superstition is connected with the killing of chickens. If this be done with the sun over the left shoulder it is unlucky; if it shine over the right shoulder the sign is propitious.

Divination by tea-leaves has not yet entirely disappeared among educated folk. They still believe that if two tea-salts appear on the surface of a cup of tea, they should be placed on the back of the left hand and struck with the back of the right. If they remain unmoved on the left, or adhere to the right, it means that absent lover remains faithful. They also foretell visitors, indicating the person to be visited by flinging toward him or her. Another mode of divination is with the "wishing bone," or scrydough of a chicken, which, if broken, gives the holder of the longer half the right to a wish, which will probably be fulfilled.

The very prevalent superstition that it is unlucky to sit down, thirteen to table is as old as it is general. This is usually traced back to the fact that thirteen was the number at the Last Supper, Jesus being the thirteenth. Beyond this, however, it is a purely arbitrary truism, founded on the calculations of insurance offices, that out of thirteen adult persons, taken indiscriminately, one will probably die within a year. On the other hand, that eminent gastronomist, writer, and critic, de la Régnière, says that it is only unlucky to dine thirteen at table if the food be but sufficient for twelve. Fuller refers to this in an anecdote telling how a covetous courtier complained to King Edward VI. that Christ's College, Cambridge, was a superstitious foundation consisting of a master and twelve fellows, in imitation of Christ and his twelve Apostles. He therefore advised the King to take away one or two fellowships, so as to dissolve that unlucky number. "O, no," replied the King, "I have a better way than to mar their council. I will add a thirteenth fellowship to them," which he accordingly did.

Whatever the reason may really be, the dislike of the number thirteen is almost universal. Many hotels have no rooms numbered thirteen; and on board many of the liners that number is absent from the cabins. The Turks so dislike it that the very word is never used, and the Italians expurgate it from the numbers in their popular lotteries. Norse mythology gives an origin for the superstition by referring to a banquet in the Valhalla, at which Loki, the god of strife and evil, entered unasked, making thirteen guests, and during the carousal, the god of peace, was killed.

A Devonshire tradition is that it is lucky to place an unmarried person at table between a husband and wife—he or she is bound to be married within a year. To shake hands across a dinner table is not only bad-manners, it is also a bad omen; and the same remark applies to an old superstition that, in eating, to miss the mouth, and let the food fall, betokens approaching sickness. Again, if a guest, in rising from the dinner table, upsets his or her chair, it is supposed to mean that he or she has been speaking untruths. It is, of course, unlucky to take the last piece of anything from the dish; unless, indeed, a child takes it first and then hands it on to the guest. All this will be well. To pass the bottle round the table against the course of the sun is disastrous to the quality of the wine, and so particular were our forefathers in this respect that if the host wished to help his neighbour on the wrong side, he would send the bottle right round the table rather than break the old-established rule.

The superstition was carefully observed in ancient days. It means, in Low Latin, "upon the nail," and refers to the old custom of drinking very good wine so carefully that only enough is left in the glass to make a head on the nail. It is a French saying of first-class wine, "Faire rubis sur l'ongle"; and an old writer says: "After a man has drunk his glass, it is usual, in the North, to turn the bottom of the cup upside down, and let a drop fall upon the thumb-nail. If the drop rolls off, the drinker is obliged to fill and drink again." To drink *supercalenum* is to leave no heel-taps. Rabelais says: "This is after the fashion of Switzerland. Clear off, n'est-ce pas?"

—F. S. in *Pall Mall Gazette*.

D. NOMA, PROFESSIONAL TATTOOER

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,000 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other. In tattooing unlike some species of surgery, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The supply of Portraits with distinct markings is specially.

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt, tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable in the long run, but yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. This you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound, everywhere your goods are offered for sale. We are able modestly to affirm that it is on this basis that the world's wide popularity of

WAMPOL'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the positive and cumulative properties of Pure Cod Liver Oil, extracted by its own fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumph of the age. Watch carefully against imitations. Sold by chemists throughout the world.

LOST.

SOME KEYS on a CHAIN. Small reward to finder.

J. S. B.
C/o Hongkong Telegraph.
Hongkong, 23rd October, 1909. [733]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the UNION TRADING COMPANY, carrying on business at Victoria, in the Colony of Hongkong, as Merchants and Commission Agents, have, on the 1st day of September, 1909, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

The representation of three Chinese battleships in a part of an anchor—one is depicted sailing on the left, the other two, one is depicted sitting on a stone and the other is depicted on her and both are facing a stream, some trees, a bridge and the cable of a house are depicted in the background.

In the name of the UNION TRADING COMPANY, who claim to be the proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith in respect of the following goods:

COTTON PIECE GOODS of all kinds in Class 24.

SILK PIECE GOODS in Class 31.

AND CLOTHS and STUFFS of WOOL, WORSTED or HAIR in Class 34.

A Facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the Undersecretary. Dated the 30th day of September, 1909.

JOHNSON, STOKES and MASTER, Solicitors for the Applicants, 8, Des Voeux Road Central, Hongkong. [675]

THE SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL on FIRST FLOOR OF NO. 25, DES VOEUX ROAD CENTRAL (opposite the P. & O. S. N. Co's office).

OPENED DAILY:

From 11 A.M. to 5 P.M.
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Wares.

Embroideries, Silk, Oil and Water Colour Paintings.

Carols and Perumes.

Screens, Pictures and Photo Frames.

Preserves and Canned Goods.

Writing Inks and Paper, &c. Hongkong, 25th September, 1909. [675]

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:

On MONDAY, the 1st November:—From West of Victoria and Kowloon in a direction from North to West, commencing at 6.30 P.M.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, boats and other vessels are to keep clear of the range.

BASIL TAYLOR, Commandant, R.N., Harbour Master, &c. Hongkong, 29th October, 1909. [742]

Auction.

PUBLIC AUCTION. THE Undersigned will sell by PUBLIC AUCTION, on

TUESDAY, the 2nd November, 1909, at 2.30 P.M., at his Sales Rooms, Duddell Street

A KING ASSORTMENT OF GENTS' SUIT LENGTHS AND WHITE WITNEY BLANKETS.

AND TABLE LINENS, SERVIETTES, HOUSEHOLD LINENS, HUCKABACK TOWELS, TURKISH TOWELS, BATH SHEETS, BROWN LINEN TOWELS, LADIES' WHITE LAIN UNDERSKIRTS, WALKING SKIRTS, COMBINATIONS, ROBES, FLANNELETTE NIGHTDRESSES, DRESSING GOWNS, LADIES' DRESS LENGTHS, &c., &c.

A few CARPETS, and AXMINSTER RUGS.

(All New Goods.) Further Particulars from Catalogues which will be issued.

On view on Monday, 1st November. TERMS:—As usual. G. P. LAMBERT, Auctioneer, Hongkong, 27th October, 1909. [740]

For Sale.

FOR SALE.

JUST RECEIVED A SELECTION OF FLOWER, VEGETABLE AND FRUIT SEEDS.

In packet of 10 cents each.

AND Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

FERTILIZER.

Garden Hoots with wooden soles and thick felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—GRACE & CO., 27, Des Voeux Road. Hongkong, 28th October, 1909. [675]

Consignees.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "GREGORY APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 28th October, 1909. [743]

BANK LINE, LIMITED. NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC" FROM TACOMA, SEATTLE, VANCOUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LIMITED, Agents, Hongkong, 25th October, 1909. [740]

S.S. "ARMAND BRASSE" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Cordovan* and *Charente*, from Havre ex s.s. *Charente* and from Bordeaux ex s.s. *Ville de Dunkerque*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the 4th November, 1909, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th November, 1909, at 11 A.M.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th November, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents, Hongkong, 28th October, 1909. [742]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Claims will be admitted after the 4th November, 1909, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th November, 1909, at 11 A.M.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th November, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 28th October, 1909. [741]

Consigners.

NIFFON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship "BINGO WARD" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be examined on delivery instructions are given to the company before Noon, To Day.

Goods not cleared by the 3rd November, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIFFON YUSEN KAISHA. Hongkong, 27th October, 1909. [742]

OSAKA SHOSHEN KAISHA. NOTICE TO CONSIGNEES.

THE Steamship "FITZPATRICK" FROM TACOMA, JAPAN & SHANGHAI.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, October 30th, 1909, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 1st November, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 2nd November.

No Fire Insurance whatever will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA. Hongkong, 28th October, 1909. [740]

FROM EUROPE.

THE H.A.L. Steamship "SILVIA" Captain, Porzelius, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before TO DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Nov., 1909, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov., 1909, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 28th October, 1909. [737]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENART" FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the 4th November, 1909, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th November, 1909, at 11 A.M.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th November, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents, Hongkong, 28th October, 1909. [742]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Claims will be admitted after the 4th November, 1909, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th November, 1909, at 11 A.M.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th November, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 28th October, 1909. [741]

Intimation.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER-ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1900.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 30, 1900.

THE DANGER TO WHITE
AUSTRALIA.

Australian papers have concerned themselves of late with the recent case of the Chinese teacher in Melbourne, being refused admission into the Commonwealth under circumstances fully reported in these columns the other day. Commenting on the case in question the Sydney Daily Telegraph remarks: The chief danger menacing the white Australia policy is not the fanaticism in its administration. A case in point is furnished by the refusal to permit the landing in the Commonwealth of a Chinese school teacher for the education of Chinese children in the language of their parents. A request has been made for exemption on behalf of an Oriental scholar whose mission is to found a college for Chinese students who wish to obtain an education in the literature of their race, which is otherwise not available to them. Surely the gratification of such a desire as that involves no threat to the white race in Australia. It is not even proposed that the Chinese teacher should stay there longer than the term for which the Restriction Act enables special exemptions to be granted to visiting aliens, and ample guarantees have been offered to ensure his return when the period of grace expired. To refuse him permission to enter under these circumstances is not part of any broad statesmanlike policy; it is simply an exhibition of that kind of fanaticism which we usually regard as a characteristic of coloured races. It is the sort of thing that tends to reduce the Commonwealth alien exclusion laws to an absurdity. The only justification for those laws is the necessity of self-preservation, but in a case of this kind such a plea would be farcical. Instead of administering the Restriction Act with undue harshness it should be their aim to soften its irritating incidence as much as possible consistent with making it effective for the purpose in view. Otherwise the very existence of the white Australia policy is endangered. For the enforcement of the policy the Australians have in the last resort to rely upon the sympathy of Great

Britain, where it specially behoves them to show that the object is a rational one. If a million or a thousand or a hundred Chinese schoolmasters sought admission under the exemption clause of the Restriction Act, there may perhaps be ground for suspicion that some trick was in contemplation. But when it is simply a question of one asking to come in under bond, to refuse is to risk bringing the white Australia policy into ridicule amongst British statesmen who are not seized of its meaning as we are. And that is a thing which it is worth doing a good deal to avoid. This is an eminently common sense view to take of the question, but will the Australian labour members be convinced of the force of the logic which should raise the barrier in favour of Chinese of the exempt class?

LOCAL AND GENERAL.

MR. E. R. Hallifax has been appointed First Police Magistrate until further notice, with effect from October 28.

MR. G. Balloch has been appointed a member of the Medical Board during the absence on leave of Mr. H. A. W. Slade.

FOR returning from banishment, a Chinese was awarded six months' hard labour and six hours' stocks at the Magistrate's this morning.

KURASIAN nurses from India will gradually replace the male doctors who attend on the natives in the Government hospitals in Penak.

It is notified in the Gazette that Mr. H. E. Y. Haggard has vacated his appointment as assistant engineer in the Public Works Department.

A MEMORIAL of re-entry by the Government of New Kowloon Survey District 1, Lot No. 5301, has been registered according to the law.

SEVENTY-FIVE undesirable arrived by the S. S. Tjalling yesterday. They were taken charge of by the Police and sent to their native homes.

Are you always drunk? asked the magistrate of a habitual at a London police court. The Toper (with dignity): No, sir; sometimes I'm asleep.

CONDITIONS regarding nomination of candidates for the Nobel Peace Prize, 1910, may be learned on application at the Colonial Secretary's Office.

HIS Excellency the Governor has been pleased to appoint Mr. F. A. Hareland, to act as Attorney General until further notice, with effect from October 27.

A CHINAMAN was given six weeks' hard labour and six hours' stocks in the Police Court this morning for stealing a quantity of type from a local printing office.

HONGKONG has lost a good athlete. Mr. P. G. Fenwick, who was a newcomer and has done well this season, left by the English Mail today for Singapore on transfer.

HIS Excellency the Governor has specified Tai O as a port or place into which or from which dutiable liquors and denatured spirits may be imported or exported.

THE Doyen of the Diplomatic Corps in Peking has informed the Waiwupu that the foreign representatives will attend the Hsiao Chin Empress's funeral on November 9.

AT the request of the Yuchuanpu the Prince Regent has agreed to send delegates to re-survey the boundaries between Kirin and Korea to enable boundary stones to be erected.

THE Master of the British s.s. *Telemachus* reports less water than that marked on the chart on Coral Bank Crossing, Saigon River, having found 134 feet in middle of river.

IN the course of a larceny case at the Magistrate's this morning, it was found that the defendant was a leper. He was removed to Victoria Gaol, where he later underwent a medical examination.

THE appointment of the Honourable Mr. W. Rees Davies, K.C., as Chief Justice during the absence on leave of His Honour Sir Francis T. Pigott, or until further notice, with effect from the 27th October, is gazetted.

A NUMBER of Chinese who were being exposed in the stocks for a larceny were the cynosure of all eyes in a busy part of the town this morning, and elicited the jeers and jibes of a motley crowd of Chinese.

IT is stated by a Shanghai Chinese contemporary that in consequence of the boycott against Japan, having increased of late, Mr. Iwano, Japanese Minister at Peking, has repeatedly urged the Waiwupu to interest itself in the matter.

TAOTAI Alfred Sir of Harbin has been ordered by the Waiwupu to proceed to Kuangch'eng to confer with the Russian Director of the Eastern Manchurian Railway on the delimitation of boundaries between Chinese and Russian territories.

UNYKER to audit, the directors of the International Cotton Manufacturing Co., Ltd., intend to recommend at the annual meeting of shareholders, the payment of a dividend at the rate of 10 per cent. per annum for the year ended September 30, 1900.

IT is notified that, consequent on the retirement on pension of Mr. Arathoon Seth, I.C.O., HIS Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to appoint Mr. J. H. Kemp to be Registrar of the Supreme Court, Registrar of Companies, Official Administrator and Official Trustee. Mr. E. D. G. Wolfe to be Head of the Sanitary Department, Mr. R. O. Hutchison to be First Assistant Registrar General and Deputy Registrar of Marriages, with effect from the 30th October.

THE TEAM LAUNDRY COMPANY,
LIMITED.

ANNUAL MEETING.

The annual meeting of shareholders of the Company was held at the Hongkong Hotel this afternoon. There were present—Mr. W. H. Hutton, Police (Chairman), Hon. Mr. E. Osborne (director), and Messrs. G. J. B. Sayer, Wong Kam-ink, A. Silva and Mak Fuk.

The Chairman said: "The report and accounts having been in your hands for some time we will, with your permission, take them as read. We regret the profit for the year is less than the two preceding years, in a great measure due to the fact of \$2,753 through our late sheriff, who after being with the Company since the start turned out a thief. But for this loss the result, considering the depression the Colony has been passing through, would not have been so unsatisfactory, though one would hardly think that bad times would cause a falling off in washing. The fact is that people do not realise the importance of having their washing done under European supervision and in the best sanitary manner, otherwise I feel sure our Company would command a more general support than it does at present. We can, however, congratulate ourselves that ours is the only steam laundry in the East that has survived the opposition of the native dhoty, who has the support of the trusted house boy who never fails to point out any damage, by saying, 'See what that steam laundry have do!' the reason being that when he sends to his friend, Ah Siu, a good many pieces are charged for which never go to the wash. And the fact that we are still in existence shows that at least some of the residents realise what they had put up with before our laundry started. If we only saw the places occupied by native washermen and the water used by them, they would, I think, feel uncomfortable at the mere thought of receiving their clothing back into the house, let alone wearing them. Since our last meeting we have installed a dry cleaning plant and we hope and expect that this will help our profits in the future. Before moving the adoption of the report and accounts, I should be glad to answer any questions."

Mr. Sayer asked how the sheriff could embezzle so large a sum as \$2,753.

The Chairman replied that the amount was comprised principally in ship's large bills, which at times are unpaid for several months and that the sheriff, by substituting one payment for another, made it difficult for the fraud to be detected.

Mr. Sayer thought that if the manager had paid proper attention to the matter this loss might have been avoided.

Mr. Sayer further asked for information as to the agreement under the heading accounts receivable.

The Chairman replied that this represented roughly a month's outstanding bills.

There being no further questions, the Chairman proposed the adoption of the report and accounts. Mr. Sayer seconded. Carried.

Mr. Sayer proposed the re-election of the Honourable Mr. E. Osborne as director. Mr. Wong Kam-ink seconded. Carried.

Mr. Wong Kam-ink proposed and Mr. Mak Fuk seconded the re-election of Mr. A. O'D. Gaudin as auditor.

The Chairman thanked the shareholders for their attendance and stated that dividend warrants could be had on application on Monday, November 1st.

THE ILL-FAIRED "RAGNAR."

OFFICERS' AND CREW'S SAFETY.

It will be remembered that, when a part of the Chinese crew of the wrecked Norwegian steamer *Ragnar* were brought back by H.M.S. *Flora* on Sunday last, the men, reported that, shortly before the arrival of the rescuing party from the British cruiser, the three remaining European officers and five Chinese left Pattle Island on a boat for the Indo-Chinese coast. Some days elapsed without anything being heard of the fate of these survivors of the wreck, and though the *Flora* searched the coast for the lifeboat nothing was seen of it.

On Thursday, 28th inst., Mr. J. Eitzen, the Vice-Consul for Norway in Hongkong, was in receipt of a telegram which conveys the pleasing information that the European engineers of the ill-fated vessel and the five Chinese members of the crew are all safe. The telegram was dispatched from the Pulau Canton lighthouse on an island to the south of Tourane. It announced the engineers' and the crew's safety and also asked for assistance at once for the remaining Chinese crew who were supposed to be still marooned on Pattle Island, for the Europeans had no knowledge that any assistance had come to their rescue from the *Flora*.

The five members of the Chinese crew, saved were:—One steward, twenty boy, cook, the No. 1 boy, and a cabin boy.

CEMENT BIDS.

FRENCH COMPETITION.

Bids were opened at Manila on 23rd Oct. in the office of the chief quartermaster of the division for 4,000 barrels of cement. The bidders and their bids are as follows: W. H. Anderson and Co. \$2,395; ship side delivery; Wise and Co. \$2,425; delivery at depot; Societe des Ciments Portland Artificiels de l'Indo-Chine—\$2,050 ship side delivery; \$2,160 delivery at depot; Findlay and Co.—\$2,395; ship side delivery; Mitsui Bussan Kaisha—\$2,395; ship side delivery. The award was not made, the chief quartermaster of the division taking the bids under advisement.

TWENTY-NINE gamblers appeared before Mr. E. R. Hallifax (First Magistrate) in the Police Court this morning. Two of the men were each fined \$20, while the rest had each to pay \$5. The gambling money and paraphernalia were confiscated.

NOTES BY THE WAY.
THURSDAY'S COUNCIL.

Some very interesting subjects were discussed at the meeting of the Legislative Council on Thursday afternoon. The Hon. Mr. Murray Stewart accused the Government of vandalism in the matter of the Colony's art treasures. With regard to the question raised by an honourable member in respect of the abolition of the post of Sanitary Surveyor, His Excellency the Governor assured Council that due consideration would be shown to an old and faithful servant by a paternal Government. That indispensable adjunct of the Colony's social life—the City Hall—also came in for attention, and incidentally the interesting argument was raised whether a policeman could be within the Hall's precincts without a ticket. Altogether, Thursday's meeting provided an abundance of food for gossip, which curiously contrasted with the usual cold and dried proceedings which are a feature of the meeting of the august assembly.

OUR UNQUIETUS VISTOR.

Misfortunes never come singly. One would have thought that one typhoon would have sufficed for the season, but this was not to be, as the violent squall which swept over the Colony on Monday night amply proved. Of course, some people argue that a typhoon is not a typhoon unless it is responsible for wholesale destruction, which leads one into the question of what's in a name. Probably the average griffin will be unable to discover for himself if a typhoon is of the genuine variety, but this is by the way, and the main thing is whether these cyclonic visitors which sweep the China coast at this time of the year are not of sufficient severity to constitute themselves a nuisance. The answer is obvious: It is perhaps fortunate that Monday's storm did not develop into a pure unalloyed typhoon, for then there would have been a rough house among the griffins gracing these shores, whose abnormal interest in matters concerning typhoons prior to seeing one has been noticed to give way to lethargic indifference after their wish had been gratified. However, all's well that ends well.

AN "AT HOME" WHICH NEVER CAME OFF.

While on the subject of typhoons, it will be interesting to note that the typhoon feud is not merely a terror of the poor but is unparading in its attentions to both high and low without fear or favour. After innumerable postponements, the small "At Home" which was to have been held at Mountain Lodge was finally cancelled the other day by order of His Excellency. What a keen disappointment it must have been to those who had received invitations. And all on account of the fickle, changeable weather.

LATEST AMERICAN CRAZE.

The other day, Iowa, U.S.A., started a kissing crusade—anti-kissing—which culminated not only the sympathies of "lovely women," chiefly composed of splinters, but the microbe-producing possibilities of the question so strongly impressed members of the fair sex that they themselves enlisted in the cause. We now hear that a "League of Politicians" has been formed in New York, which have issued buttons for those about to qualify for a certificate for politicians with these inscriptions: "Are you a gentleman? Are you willing to give your seat to any woman standing in a street car? If you are, you may wear the Stafford true blue button, by which you are pledged to see that women are seated before men."

BRITISH POST OFFICES IN CHINA.

A northern journal has apparently anticipated the wishes of the local community in the matter of British Post Offices at the Treaty ports, for the following statement appeared in a recent issue: "We learn that a circular letter has been issued by the Hongkong Government and circulated among British firms in China asking their support to assist in carrying on the British Post Office at the various treaty-ports, the annual toll on this apparently proving a heavy tax on the Hongkong Government's declining revenue." As far as I am aware, the Hongkong Government has done nothing of the kind but "facts are stubborn things."

ANOTHER FLING AT HONGKONG.

The following yarn may be a chestnut to some of my readers, but the sense of humour contained in it justifies its reproduction. It is as follows:—A large German woman held up a long line of people at the money-order window in a city post-office the other day, and all began her money went back on her. She wanted to send some money to her son, a sailor on a merchant steamer, then in foreign waters. But when she presented the application at the window the clerk noticed that the address was lacking. "Well, where do you want to send it?" he asked. "We can't give you the money order unless you know the name of the place." "Yah, dot's de trouble," she replied. "I didn't bring my letter, and I can't remember de name of der town, but it's some place out by China; dot sounds like der noise an automobile makes." The two clerks looked at each other dubiously. "What kind of a noise does an automobile make?" asked one. "Honk, honk," suggested the other. "Yah, dot's it," exclaimed the woman. "Honk, honk, dot's de place." "Fill it in Hongkong," said the clerk, and she paid over her money with a smile of relief.

CASUAL CHITTY.

A TOKIO message to the *Malaya* states that the Imperial Household Department has received a telegram stating that Lord Kitchener will arrive at Tokio at 2 p.m. on November 2. On his arrival, he will be presented to the Emperor by Sir Claude MacDonald, the British Ambassador. On the following day, Lord Kitchener will attend the Imperial Birthday Military Review and the usual banquet at the Palace.

MINISTERING CHILDREN'S
LEAGUE.

THIS AFTERNOON'S DALLAS.

Favoured by excellent weather, the Dallas and fancy fair given under the auspices of the local branch of the Ministering Children's League were held on the Victoria Pier at Piffadi Ground this afternoon. A large and fashionable concourse attended the bazaar and generously bestowed their purse-strings in aid of the deserving charity. A word of thanks is due to Mrs. F. H. May, whose indefatigable efforts, principally accepted for the success of the undertaking. The parade ground was tastefully decorated and laid out with the various stalls, presided over by fair stall-holders. Particularly worthy of mention are:—

Tea stall: Mrs. Lyon and Mrs. Gresson; ice stall: Mrs. Sato; packing stall: Mrs. Bell and Mrs. Pennington; "Kandy" work: Mrs. Mrs. Tooker, Miss Glover, the Misses Rich, Mrs. Eves and Mrs. Wain; sweet stall: Mr. Beck, Miss Bryer and Mrs. M. Louisa; orange stall: Mrs. Lammert; cherry stall: Mrs. Glimble. All the works have been done by members of the League, which showed a great improvement over those of last year. A prominent feature of the bazaar was a miniature sedan chair, the work of little girls from Kowloon under the superintendency of Mrs. Eves and was in every way an artistic reproduction. During the afternoon, variety entertainers were held and were greatly appreciated.

SWATOW'S SHIPPING.

COMPETITION ON THE BANGKOK RUN.

MR. R. A. Cutler, acting deputy Commissioner of Customs in charge, temporarily writes in his annual report for 1900 as follows:—

There is a falling decrease in the number of vessels entered and cleared, coupled with a slight increase in tonnage. British and German totals show an increase, while Dutch, Norwegian, and Chinese vessels have been fewer. Japanese remain about the same as in 1907 and no French vessels have visited the port. The withdrawal of the Nippon Yusen Kaisha's chartered Norwegian steamers from competition with the Norddeutscher Lloyd in the Bangkok trade, accounts for the decline in the number of Norwegian steamers calling at this port, and rates for freight and passage, which had been cut during the competition, have resumed their former standard. Singapore was on a level with those of the two preceding years, and coast freight on the regular routes suffered no change, though rates for chartered cargoes were slightly lower. It is reported that a Chinese company is being formed in Bangkok with a capital of 5 million taels to run a line of steamers between Swatow and Bangkok in opposition to the Norddeutscher Lloyd. The Wuhu-Swatow trade has been carried by chartered outside steamers, mostly Norwegian, during the latter half of the year, owing to a boycott enforced by the Wuhu shippers against "the three companies" who had tried to institute new charter-party terms to protect themselves against detention of the steamers caused by the Wuhu shippers loading rice in small lots to suit their own convenience and keeping the steamers till a favourable market offered in Swatow. 16 steamers chartered by the rice shippers arrived during the year, their cargoes being discharged in the stream and landed into native godowns rented by the consignees. The conditions of storage and settlement of claims for damaged bags have not, however, been so favourable to consignees as they expected, and the latter have recently evinced a desire to effect a compromise. It is not improbable that a return to the regular traders will be made for the coming rice season. Inland navigation shows a slight increase in the number of trips and tonnage. One launch was sunk in collision, in October, and became a total loss, the passengers and crew all being saved.

PASSENGER TRAFFIC.

There is a falling off in the number of emigrants and coolies travelling to and from foreign countries, while the inland waters passenger traffic has almost doubled. The passenger figures to and from Bangkok were unduly inflated in 1907 owing to the keen competition between the Norddeutscher Lloyd and the Nippon Yusen Kaisha, the cheap rates offered attracting an adventurous class of men to go without any definite engagement in view. A great many of these emigrants returned to Swatow after a few months, finding that they could not obtain employment. Bristle competition and cutting of rates during the year account for the enormous increase in the inland waters passenger traffic. The s.s. *Kohshoh*, arrived on Christmas Day to ship labourers for the exploitation of the Pelew Islands, but permission being refused by the Chinese authorities for the emigration, the vessel left on the 16th January, 1909, with only the foreign members of the expedition.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Footscage*) 1st prox.

American (*Mongolia*) 2nd prox.

German (*Kohshoh*) 4th prox.

Indian (*Kohshoh*) 11th prox.

The s.s. *Zefira* left Manila on 30th inst., and is due here on 1st prox. at 4 p.m.

The P. & O. s.s. *Mongolia* is due to arrive in Hongkong on 1st prox. at 8 a.m.

The C. P. & R. s.s. *Empress of India* left Vancouver, B.C., for Hongkong via usual point of call on 28th inst., p.m.

The Imperial German Mail s.s. *Prinz Sigismund*, which left here on 7th inst., at midnight arrived at Sydney yesterday, at 3 p.m.

CERTAIN J. Warrack, of the s.s. *Chili*, reports that, while at anchor in Belloc Harbour at low water spring tides, heavy breakers, having the appearance of a rock almost smooth, were seen in approximately the following position:—Rocky islet bearing S. 51° E. (magnetic), distant 14 miles.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE HARRIN TRAGEDY.

ASSASSIN'S DETERMINATION.

[By courtesy of the "Shuang Po"]

Peking, 29th October.

Prince Ito's assassin is a Korean thirty odd years of age; he was dressed in European costume.

He fired six shots at Prince Ito which took effect in the abdomen inflicting a mortal wound.

Later.

When the assassin discovered that Prince Ito had been wounded, he exclaimed: "Ten thousand years for Korea!"

The assassin was arrested by the Russian Police and handed over to the Japanese authorities for trial.

Later.

The Russian officials sent the coffin with Prince Ito's remains to Tairen on 27th inst., where it was transferred to a Japanese man-of-war conveying Japanese and Korean officials to receive the remains.

Later.

H.E. Liang Tzu-yen, president of the Waiwupu, as the representative of the Grand Councilors, called on the Japanese Minister at Peking to convey their condolences to Mr. Ito on the death of Prince Ito.

The Japanese Minister remarked that Prince Ito had proceeded to Manchuria to confer with high officials of Russia and China in order to remove the misunderstandings existing between the two countries and to restore amicable relations between them, and at the same time His Excellency contemplated a tour of Manchuria. Now that Prince Ito has been assassinated he (the Minister) did not know who was going to protect the peace in the Far East in future.

THE LATE CHANG CHIH-LUNG.

THE FUNERAL.

[By courtesy of the "Shuang Po"]

Peking, 29th October.

The remains of the late Grand Secretary Chang Chih-lung will leave Peking on the 3rd prox.

NEW FRENCH MINISTER.

ARRIVAL AT PEKING.

[By courtesy of the "Shuang Po"]

Peking, 29th October.

The new French Minister, M. de Margerie, has arrived at Peking.

His Excellency will have an audience with the Prince Regent on the 3rd prox.

TYPHOON WARNING.

The following telegram was received from the Manila Observatory at 11.50 a.m. to-day:—October 30th, 11 a.m. Cyclone or typhoon over South China Sea moving W.

His general traffic agent of the C. P. & R. Co. has received a message from Yokohama stating that the R.M.S. *Empress of Japan*, which sailed from Hongkong on the 16th instant, reported "All Well" 1,250 miles from Yokohama, on Friday evening. The friends of passengers on board will doubtless be glad to receive this intelligence.

It is stated that a number of Chinese residents in foreign colonies have telegraphed to the Ministry of Agriculture, Industry and Commerce to inquire what amount of the necessary fund for the re-organization of the Navy was still lacking, and to express their desire to make donations towards the deficiency. The Ministry replied that Tls. 1,600,000 was still wanted.

The cultivation of poppy for opium is now officially reported to have been prohibited throughout British territory in the Far East, while the Native States in the Far East are also being moved to put a stop to the production of opium. The stoppage of poppy cultivation has, it is said, been met with enthusiasm by a notable enhancement in the price of wheat cultivation.

\$5,000 CONCEALED IN SOCKS.**A TRICK THAT FAILED.**

As the result of a false report which was made to the Police yesterday afternoon, a daring thief fell into the pit which he had dug for himself. It appears that, shortly after two o'clock yesterday afternoon, the man in question, a shop-coolie employed at 19, Cranshaw Road West, received eight cheques from the master of the shop with instructions to cash them at various banks. The thief presented the cheques at the respective banks and drew \$5,700. Returning to the shop, he informed the master that he had been attacked and robbed of all the money and at about five o'clock, he went to the Central Police Station and made a report to the effect that, while leaving the Russo-Chinese Bank, he was set upon by two or more men, who threw pepper into his eyes and wounded him in two places on the chest and inflicted another cut on the left arm. They then rifled his pockets and stole the entire amount of money which he had drawn from the bank. Detective-Sergeant Grant and a Chinese constable made inquiries into the case. After about an hour and a half, it was discovered that the cuts of which the shop-coolie had made minutes previously complained had been self-inflicted. The man was searched and, in the sole of his socks, was found the missing money. He was charged before Mr. J. R. Wood (Second Magistrate) this morning with embezzlement and was sentenced to six months' hard labour.

The smart work of Detective-Sergeant Grant reflects the highest credit on the Detective Department, especially when it is considered how difficult it is to investigate a false report.

THE TRADE GATE OF HONGKONG.**AMERICAN HANDICAP.**

Throughout a considerable part of China, the natives are abandoning home-made paper umbrellas for imported cloth-ones. An oil paper umbrella may be purchased for the equivalent of from six to ten cents in American money. It is remarkably durable. It is much more impervious to rain than a dollar cloth umbrella. To the eye of the foreigner, every Chinese umbrella, however cheaply made, is pretty, while there is nothing uglier than the plain black article used in the western hemisphere. The "foreign devil" driving a trade with China finds a market for umbrellas because he has convinced the Chinese that the imported article is desirable because of its handsome appearance. The invasion of the black cloth umbrellas in China shows how readily the unnumbered millions of "consumers" in this vast country turn to the foreign purveyor.

Hongkong is the distributing centre for foreign goods seeking a market in South China. British and German commercial houses predominate in the city of Victoria, which the world calls Hongkong, just as it had never been christened in honour of British royalty when the island became a crown colony. The Japanese are making every effort to carry a fair proportion of the sea-borne freight to Oriental ports in Japanese bottoms, and plan to get a good footing upon land wherever this may be done.

The United States must awaken to the golden opportunities of the American manufacturer in Asia or see a commercial Klondike exploited by other nations as the opening of new channels of trade in China progresses. Which course will be taken? Up to the answer depends the question of whether "Yankee shrewdness" will continue to be a descriptive term in this part of the world.

GREAT OPPORTUNITIES.

Just now there is passing through Hongkong, for interior points in China, a large amount of various commodities ships entering Hongkong harbour are steel. In general terms both Europeans and Chinese are buying building materials, fire-arms, ammunition, explosives, engines of various types, tools, machinery, electrical supplies, and all articles having to do with the introduction of European ideas of development in China. The natives are all but clamoring for all sorts of cheap toilet articles, cutlery, cotton and woollen goods, canned goods, watches and clocks, flour, oil and other commodities of which the United States is a large producer.

One finds in Hongkong more or less "trade literature" bearing upon the excellence of American-made goods, but the power of printers' ink—as great as it undoubtedly is in influencing results in any commercial campaign—cannot suffice in itself, unaided, the competition of an organized force upon the ground, coupled with large commercial fleets on the sea. As to how the United States set about building a merchant marine, economists honestly differ. That the absence of the Stars and Stripes from ocean highways is prejudicial to the development of a large trade with other countries is indisputable.

So long as the non-existence of American merchantmen continues to handicap American manufacturers and exporters, the further handicap of non-representation among the large trading houses in distant countries operates as a bar to the capture of the proportion of trade merited by the quality of American products.

OPPORTUNITY STILL WAITS.

The success met with by American flour and oil in China indicates the opportunist is open to—but not waiting indefinitely for—American enterprise. But the fight, to record success, must be made against odds sufficiently great to stir fighting blood. The German and English houses controlling most of the business in Hongkong, and into China, are connected with, or owned by, "home" interests. Such houses are glad to represent American "lines" merely to prevent, if possible, the establishment of commission houses devoted to the exclusive representation of American manufacturers. The result is the misrepresentation of American goods in this market, and stagnation for our trade. There is one American bank in Hongkong. It transacts business with Yankee celebrity which is beyond the capabilities, and the comprehension, of both British and German

banks, but there are several large banks, long established, actively interested in promoting German and English business, and a virtual partnership exists between European commercial and financial institutions of the same nationality.

With the exception of the Canadian Pacific and Pacific Mail and allied lines, and a Japanese line, all steamships entering Hongkong harbour are controlled by the two nations dominant in commerce here. As railroad freight rates in the United States tend toward a gravitation of a considerable portion of western freight to Atlantic ports, the absolute control of the Atlantic shipping by foreign steamships is a disadvantage to American firms. Add to this the fact that the British and German firms here have American offices which look not only to the sale of Chinese goods in the United States, but also keep an eye peeled upon prices and products in America with a view to head-off competition. While the British and German firms are keeping tabs upon American affairs, the large Hongkong banks, their direct- orates composed of the heads of leading British or German commercial houses, force any American seeking their services to lay the details of his enterprise before them. In other words, he is compelled to hand his business secrets over to his business rivals. Naturally an American turns to his own bank, but the other half dozen are close corporations for the promotion of British and German trade.

ONLY FIFTY AMERICANS.

About 33,000 vessels of more than sixty tons enter Hongkong harbour each year. More than half of these are Chinese junk, corresponding to the schooners that carry coastwise commerce in American waters. British steamers number more than 5,000, Germans nearly 1,000, Japanese and French about 500 each, Chinese between 300 and 400. Norway sends about 300 vessels to Hongkong, and Portugal about 200. Americans, less than fifty. There are a hundred or more export and import houses in Hongkong. Seventy-five are divided equally between English, German and Dutch. Portuguese, Spanish, Parsees, Italians and others fill up the rest of the list. The United States boasts two.

There is no prospect for a large increase in American trade with South China while American manufacturers are represented in Hongkong by agents whose interest lies in promoting the sale of the products of our rivals in trade. There is always inattention to one of the lines or the other when an order is placed with a firm thus represented. If, by any chance, there is genuine activity here, the lack of it at home, where no great amount of consideration is given to an agency remotely situated and discouraging in the dimensions of the business done, makes the deal a failure and a bad advertisement. There is no one here to investigate the market, to find and to develop opportunities where the other nations are finding and developing them. There exists, in the minds of American manufacturers who have not been upon the ground, the erroneous idea that the purchasers in China are not particular as to what they buy. The man on the ground knows that while they may be converted to the theory that a dollar umbrella made of cloth that leaks is superior to a dozen ten-cent umbrellas that do keep out the rain, the Chinese insist upon getting just what they order. And the Briton and German stay with the market to insist that they alone may be depended upon to deliver the "goods" according to contract. Unfortunately for American interests, when an order placed with an agent who does not particularly care whether he sells American goods, or filled by an employee who is under the impression that anything will do for China, full advantage of the mistake is taken. The report that Americans are unreliable is vigorously circulated where there are few Americans here to deny it.

COUNTED THE MATCHES.

A story current among the travelling representatives of European houses is that a Chinese merchant placed with the agent of an American match factory an order for a large quantity of matches in boxes of five hundred. When the matches arrived the merchant opened a box and counted the number of matches it contained. There were 495. The sagacious Chinese suspended business while he had his clerks open each box and count they contained more than 500 matches, and some of them less than that number. The grand total, figured out in Chinese characters that covered many sheets of paper and employed the time of several accountants, was a few hundred matches less than the number that should have been delivered in fulfillment of a promise to send out a certain number of gross of boxes. The results compensated the Chinese wholesalers for the expense of the investigation. He has since been a vigorous muck-raker who advises every one not to patronize the agents of American firms.

China is an enormous mine, of purchasing power out of which the nations of the West will dig more gold within the next century than has ever come out of shafts driven into the earth or the shifting sands of gold-bearing streams washed by placer miners. Railroad development, now embryonic but alive, will open markets now inaccessible and the increase from the present volume of trade will be by leaps and bounds. The question asked by friends of America in the East is whether Americans are going to awaken with the commercial "awakening" of China.—Frederic J. Haskin, in San Francisco Evening Post.

Mr. H. L. Chittenden, Manager in B. N. B. of the B. B. Petroleum Syndicate, has sailed for Borneo. This probably means that he is bringing machinery, and that boring will be commenced on his arrival. May his enthusiastic optimism be rewarded by a "spouter."

A CHINESE dispatch says that in order to prevent the importation of Indian salt into Tibet, the Ministry of Agriculture, Industry and Commerce proposes to send experts in salt manufacture to Tibet to instruct the Tibetans in salt-boiling so as to meet their own demands and render them independent of the Indian product.

CANTON DAY BY DAY.**FLOOD DISASTERS.***[From Our Own Correspondent.]*

Canton, 29th October.
Further reports have been received by the Canton officials from the various districts concerning the extent of damage caused by the floods after the typhoon of the 20th instant. A Shui Tung letter states that the water rose ten feet above the normal level and the embankments have been destroyed in several places to the extent of over three hundred feet in that district alone. A letter from the Ko Yu district states that, owing to the excessive rainfall, some nine hundred feet of dykes of the Kong Woo Wai gave away as the result of the floods after the typhoon. All plains and paddy-fields were under water for two days and many houses have collapsed. A letter from Tung Kuo district gave the most pitiful account of the condition of the sufferers by the flood. Owing to the collapse of the embankments in many places within the district enclosure, all the villages in the low-lying lands were inundated and the water rose as high up as the house doors, and at present some thirty thousand people are left homeless. The people complain that the lines of the Canton-Hankow Railway are lying through their district in such a way that the water cannot find an outlet by which it can flow to the sea, thus serious floods were caused.

RELIEF DESPATCHED.

The Central Relief Committee to-day delegated Mr. Li and Mr. Leung on board the steam launch Kwong Wing with a quantity of 30,000 catties of rice to Weihow for distribution to the flood sufferers.

H. E. Viceroy Yuan has also deputed expectant magistrate Lan Ngao to proceed to the districts along the East River to inquire about the condition of the floods and to relieve the sufferers with rice and other provisions.

JAPANESE MOURNING.

The Japanese flag at the Japanese Consulate-General and all the Japanese firms at Canton were half-masted to-day as a mark of respect for the death of Prince Ito.

FLOWER PLANTS.

The native flower boats on the Canton River after the occurrence of the disastrous typhoon of the 28th July last year and the great fire of the 30th January last at Tai Sha Tau, reduced in number to some eighty only. As restrictions have been enforced by the authorities against women of the underworld carrying on business in the floating pleasure resorts on the river, great difficulties have been experienced by these people to find a livelihood, and they have now determined to give up their business and sell their boats by the end of the moon and to seek for other occupations.

MR. FAIRBANKS.

The ex-vice-president of the United States of America, Mr. Fairbanks, who spent a few days on a visit to this city, left here yesterday by a night boat for Hongkong.

KOWLOON-CANTON RAILWAY.**APPOINTMENT OF MANAGER.**

The current issue of the Government Gazette contains the following notification:—His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to appoint Mr. Edward Sargent Lindsay to be manager of the Kowloon-Canton Railway, British Section, with effect from the 28th October, 1900.

COMMERCIAL.**FREIGHT MARKET.**

Messrs. Lamke and Rogge write under date Oct. 30:—During the period that has elapsed since issue of last report, the volume of business that has come to pass has not quite fulfilled the expectations of owners, especially does this apply to the rates obtained. A strong demand has been in appearance throughout the fortnight, and it is solely attributable to the scarcity of tonnage and the extreme difficulty to make both ends meet, that numerous inquiries, especially emanating from the North, could not be filled locally.

As regards Southern business, Saigon to Hongkong, there is still next to nothing doing, the prospects of putting a vessel on the berth being so poor that some regular liners have been compelled to look again for employment in other directions. Rate is unchanged at 8 cents per picul, for small lots, as they pick them up. No material revival of business can be looked for until next year's crop is put on the market. The offering of freight at the time of writing is a little more freely done to floods in the Canton districts, which have inflicted some damages on the rice crop.

Actual charters there have been only in connection with Philippine business, a couple of fixtures being effected on basis of 25,000 piculs at 25 cents, 35,000 piculs at 21 cents, 40,000 piculs at 20 cents.

Saigon/Java.—There was an inquiry in the market for early November loading, but up to the time of writing it is not reported that this order has been filled.

Java/Hongkong.—Only one fixture is on record as per overleaf. The demand in this direction is not very strong at present, the latest information is that tonnage is supplied for prompt loading.

Newchwang/Canton.—Locally only a few charters have been arranged for. Reports to hand state that many fixtures have been done through Shanghai for loading at Newchwang to Swatow and Amoy on "liner" terms. Further demand is showing, but difficult to meet on account of scarcity of suitable tonnage.

Lost rates paid.—Wakamatsu/Canton \$2.50, Wakamatsu/Hongkong \$2.00 per ton.

Time-Charter.—Several suitable vessels have been taken up on time-charter for special business. The Chinese have evidently determined to continue the competition against the regular lines to Halphong, and have, besides the two steamers already running in this trade for some time past, taken up another boat in time-charter. For cattle trade from Annam coast to Philippines also two vessels have been secured, the *Solado*—for a period of 6 months and the *Standard* for 2 options 1 month, both at \$5,000 per month, also the *S. S. Sri* for a trip Pheum-penh to Manila, lump sum \$5,500. The German *ss. Mathilde* has been chartered for a voyage from Swatow, hence to Samoa and back to Hongkong on lump sum basis, terms are kept private.

Casualties.—We regret to have to report the total loss of the well known coaster *Norw. ss. Ragnar*, which went ashore at Money Island—Paracalles—on a voyage from Singapore to Hongkong, loaded with a cargo of timber for Shanghai. The ship was abandoned by the crew, evidently owing to her dangerous position. Upon receipt of the news, the Dan. salvage vessel *Proक्टर* was despatched to the scene of the wreck, and after taking due observations as to the possibility of refloating her, it was concluded to start operations. However, before there was an opportunity of putting into operation the scheme, bad weather set in and the *Ragnar* was lifted by a heavy swell and foundered.

Sail Tonnage Loading or to Load:—for Baltimore and New York.—Brit. bark *Editha*, 2,668 tons, arrived 30th July. Brit ship *Jules*, 2,652 tons reg., arrived 11th September. Sail Tonnage Disengaged:—Brit ship *Lyndhurst*, 2,311 tons, arrived 23th September. Departure of Sailors:—Brit ship *King George* 23rd October for Baltimore and New York.

YARN MARKET.

Hongkong, 29th October, 1900.
Business is much quieter, but still fair sales can be effected if small consignments are made. Importers, having somewhat eased their stocks, and strengthened by telegraphic advices from Bombay are now less eager to sell, whilst dealers having in hand sufficient yarn to carry them over for some time are indifferent and a temporary lull is for the moment being experienced. There is, however, a fair future for the article, as with the prospect of an abundant rice crop, and with a change of weather for the better an improvement in all branches of trade is confidently expected. Meanwhile the market closes quiet, but prices on the whole are fairly well up to previous quotations, which do not allow much for the depreciation in exchange. Bombay is reported strong with a good business passing on the basis of annas 64 for No. 20s and annas 7 1/2 for No. 20s which leaves a small margin of profit to the Mills, whilst only the other day it was calculated that every pound of yarn manufactured was losing an anna.

Sales of the fortnight aggregate 4,995 bales, arrivals amount to 4,871 bales, unpaid stock estimated at 16,000 and sold but uncleared yarn in second hands 30,000 bales.

Local Manufacture:—Sales of 50 bales No. 8s at \$117 and of 450 bales No. 10s at \$119 are reported.

Japanese Yarn:—Nothing doing.
Raw Cotton:—New Indian Cotton is shortly expected. A parcel of 250 bales New China staple has been taken up at \$38 to \$38 1/2. Meanwhile the market is bare of stock of both descriptions. Quotations are Indian \$32 to \$38 and China \$35 to \$36.

Exchange on India closes to-day at Rs. 129 1/2 for T/T and Rs. 125 1/2 for Post. On Shanghai 74 1/2 and on Japan 84.

The undernoted business in imported and local spinnings is reported from Shanghai during the fortnight ended the 23rd inst., viz.:—Indian.—Demand has greatly fallen off, sales aggregating only 3,500 bales with an estimated stock of 52,000 bales, market closing quiet with an easier feeling.

Japanese.—Are easier in sympathy with the Indian article, and about 2,000 bales are reported to have changed hands at Tls. 103 to 113 for No. 16s and Tls. 118 to 125 for No. 20s.

Local.—There is no falling off in the demand and yarn can be easily placed. Sales of 1,000 bales at the basis of Tls. 101 for No. 10s, Tls. 105 for No. 12s, and Tls. 109 for No. 16s.

P. EDULJEE, Broker.

NEW ORDINANCES.**RECEIVE GOVERNOR'S ASSENT.**

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—

Ordinance No. 31 of 1900.—An Ordinance to apply a sum not exceeding Five million six hundred and twenty-five thousand six hundred and eighty-three Dollars to the Public Service of the year 1910.

Ordinance No. 32 of 1900.—An Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers.

Ordinance No. 33 of 1900.—An Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1902.

Ordinance No. 34 of 1900.—An Ordinance to amend the Protection of Women and Girls Ordinance, 1897, as amended by the Protection of Women and Girls Amendment Ordinance, 1905.

Ordinance No. 35 of 1900.—An Ordinance to provide for the Reservation of certain lands in Victoria, in the Peak District, and in Kowloon as Recreation Grounds, and to provide for Regulations as to the use thereof.

Ordinance No. 36 of 1900.—An Ordinance to amend the Public Places Regulation Ordinance, 1890.

Ordinance No. 37 of 1900.—An Ordinance to amend the Chinese Extradition Ordinance, 1884.

To-day's Advertisements.**H. M. DOCKYARD.**

WANTED at once a EUROPEAN or RUSSIAN to take charge of running an eight-hour shift in the Electric Generating Station. Apply giving full particulars and stating wages required to the Electrical Engineer, Hongkong Dockyard. Hongkong, 29th October, 1900. 1750

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of His EXCELLENCY THE GOVERNOR.

A BAZAAR and FANCY FETE, promoted by the above, will be held (by kind permission of the Commandant and Officers, Hongkong Volunteer Corps) on the Volunteer Parade Ground, TO-DAY, October 30th, from 2.30 to 7 P.M.

Many Novelties suitable for Christmas presents.

4 P.M.—Variety Entertainment (arranged by Miss Ella Rowe).

6.15—Play "A Pair of Lunatics" (Cast: Mrs. Worthington and Captain Baird, The Ensign).

If not, the Bazaar will be held in the Volunteer Head Quarters.

Proceeds to be divided amongst various local charities for children; and the Hongkong Cot in the M. C. L. Home at Ottershaw, Surrey.

NO CHITS TAKEN. Hongkong, 30th October, 1900. 1731

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,

on

WEDNESDAY,

the 3rd November, 1900, commencing at 2.45 P.M., at "THE REVERBYN, No. 18, The Peak."

A QUANTITY OF HOUSEHOLD FURNITURE, (Particulars from Catalogue).

ALSO TWO LADIES' SIDE SADDLES, ONE IRON WASH-HOUSE.

A quantity of PLANTS in POTS (in good condition).

TERMS:—Cash on delivery. On View from Tuesday, the 2nd Nov., 1900. GEO. F. LAMBERT, Auctioneer.

Hongkong, 30th October, 1900. 1749

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship "COULSDON,"

Captain Turnbull, will be despatched for the above Port on THURSDAY, the 4th Nov., 1900. For Freight, apply to

ARNOLD, KARBERG & Co., Agents. Hongkong, 30th October, 1900. 1695

THE TRADE MARKS ORDINANCE, 1898.**APPLICATION FOR REGISTRATION OF TRADE MARK.**

NOTICE is hereby given that THE PARAFFINE PAINT COMPANY, carrying on business at the City of San Francisco, State of California, United States of America, have, on the 9th day of October, 1900, applied for the registration in Hongkong, in the Register of Trade Marks of the following Trade Mark:—



in the name of THE PARAFFINE PAINT CO., who claim to be the proprietors thereof. The Trade Mark has been used by the applicants since the month of August, 1905, in respect of the following goods:—

PAINTS AND VARNISHES IN CLASS I.

Dated the 29th day of October, 1900.

JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 8, Des Voeux Road Central, Hongkong.

1748.

D & J McALLUM'S
"Perfection"
Embraces All the qualities of a high class Scotch Whisky for Connoisseurs.
A Perfect Whisky: Mellow like a Liqueur.

SOLE AGENTS—**H. PRICE & Co., Ltd.**, 12 Queen's Road.
PROPRIETORS—**D & J McALLUM, EDINBURGH**

Hongkong, 29th October, 1900.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John,
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.
"MONTEAGLE" SUNDAY, NOV. 21ST.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.	"ALLAN LINE" FRIDAY, JAN. 28TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 10TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of India" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers of the Pacific, and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 47.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate of Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43/-
Via New York 45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"MONSIEUR SAIGON"	MONDAY 1st Nov., 3 P.M.
SPOR, SAMARANG & SOERABAYA	"WINGSANG"	MONDAY, 1st Nov., 4 P.M.
SHANGHAI	"YATSHING"	TUESDAY, 2nd Nov., Noon.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	THURSDAY, 4th Nov., Noon.
& MOJI	"YUNNSANG"	FRIDAY, 5th Nov., 3 P.M.
MANILA	"KUTSANG"	FRIDAY, 5th Nov., 4 P.M.
SGAPORE, PENANG & CALCUTTA	"KUTSANG"	FRIDAY, 12th Nov., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kiungang*, *Namsang* and *Bohsang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 10 to 15 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yantai, Peking, Tientsin and Newchwang.

‡ Taking Cargo on through Bills of Lading to Kuda, Labad, Datu, Simporia, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,** General Managers.

Telephone No. 61.
Hongkong, 29th October, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	TO SAIL
SHANGHAI	"CHEWAN"	31st Oct., Daylight.
MANILA	"TAMING"	2nd Nov., 3 P.M.
CEBU & ILOILO	"BUNGKANG"	2nd Nov., 4 P.M.
SHANGHAI	"AHUI"	4th Nov., "
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	5th Nov., "
AUSTRALIAN PORTS	"KUEIHOW"	6th Nov., "
WEIHAIWEI & TIEN-SIN	"LIYAN"	7th Nov., Daylight.
SHANGHAI	"FRAN"	9th Nov., 3 P.M.
MANILA	"CHINHUA"	12th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIEN-SIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowin*, *Linan*, *Chihai*).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Telephone No. 36.
Hongkong, 30th October, 1900.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Date
LAIRIO	2540	R. Rogers	MANILA	SATURDAY, 6th Nov., at Noon.
ROBI	2540	R. W. Hinson	"	SATURDAY, 13th Nov., at Noon.

For Freight or Passage, apply to **SHEWAN TOMES & CO.,** General Managers.

Hongkong, 30th October, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

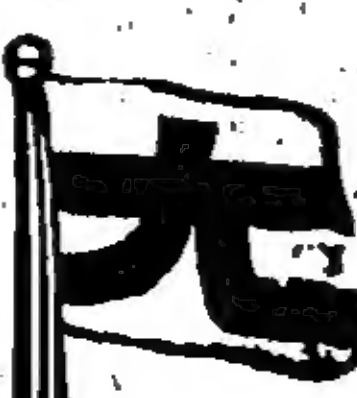
S.S. MANSHU MARU 5,000 tons gross Sail 10th Dec., 1900, at Noon.
S.S. AMERICA MARU 6,000 " 5th Feb., 1901, at Noon.

For particulars, apply to

K. MATSUDA,
Manager.

ROYO KISEN KAISHA, Yok Building.

Hongkong, 28th October, 1900.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated **AMIDSHIP**. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 31st Oct., at 10 A.M.
ANPING and TAKAO via SWATOW and AMOY	"GOSHU MARU" Capt. T. Sugi	TUESDAY, 2nd Nov., at 9 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins **AMIDSHIP**.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 30th October, 1900.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1900
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"IYO MARU" Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Nov., at Daylight.
VICTORIA, B.O. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	"WAKASA MARU" Capt. N. Nielsen, Tons 6500	WEDNESDAY, 24th Nov., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KAGA MARU" Capt. M. Hagino, Tons 6500 "SHINANO MARU" Capt. K. Kowara, Tons 6500	TUESDAY, 9th Nov., at Noon. TUESDAY, 7th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" Capt. M. Yagi, Tons 6000 "KUMANO MARU" Capt. M. Winkler, Tons 6000	FRIDAY, 16th Nov., at Noon. FRIDAY, 24th Dec., at Noon.
KOBE and YOKOHAMA	"KAMO MARU" Capt. P. L. Sommer, Tons 9000 "KUMANO MARU" Capt. M. Winkler, Tons 6000	SATURDAY, 20th Nov., at Daylight. WEDNESDAY, 14th Nov., at Noon.
BOMBAY, Via SINGAPORE and COLOMBO	"KAWACHI MARU" Capt. H. Petersen, Tons 6500 "TOTOMI MARU" Capt. R. Smith, Tons 4500	SATURDAY, 13th Nov., at Daylight. MONDAY, 8th Nov.

† Cargo only.

‡ Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Kitano Maru (Capt. F. B. Core) About Wednesday, 17th November.

Hirano Maru (Capt. H. Fraser) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. Sommer) About Wednesday, 18th Jan., 1901.

Mishima Maru (Capt. A. E. Morris) About Wednesday, 9th Feb., 1901.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR,"

Capt. S. H. Belson, will be despatched for the above Ports on TUESDAY, the 2nd November, at Noon.

For Freight or Passage, apply to **DAVID SASSOON & CO., LIMITED,** Agents.

Hongkong, 29th October, 1900.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 4th November, at Noon.

For Freight or Passage, apply to **DAVID SASSOON & CO., LIMITED,** Agents.

Hongkong, 29th October, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which secures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co.,** Agents.

Hongkong, 26th October, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.O., TACOMA & SEATTLE VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Kumakura	6,232	J. Mathie	18th Nov.
Aymara	4,363	Boyd	16th Dec.
Superior	6,232	S. Shotton	13th Jan.
Ozama	4,657	F. W. Davies	10th Feb.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to **DODWELL & CO., LIMITED,** General Agents.

Queen's Buildings,
Hongkong, 23rd October, 1900.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular coast service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRV,"

Captain Privat.

For further particulars apply to **MESSAGERIES MARITIMES,** Agents at Hongkong.

Hongkong, 8th October, 1900.

STEAM TO CANTON

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. Walker

"KWONG SA" Capt. E. S. Crowe

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These two Steamers, owned by Chinese capitalists and Officers, by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and **SHIU ON S.S. CO., LD.,** Agents.

Hongkong, 26th April, 1900.

Shipping—Steamer.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "GHAZEE" About 15th Nov.

For Freight and further information, apply to **DODWELL & Co., LIMITED,** Agents.

Hongkong, 21st October, 1900.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK (With Liberty to Call at the Malabar Coast)

THE Steamship

"WYNERIC,"

will be despatched for the above Ports on SATURDAY, the 20th November, 1900.

For Freight, apply to **ARNHOLD, KARBERG & CO.,** Agents.

Hongkong, 25th October, 1900.

Intimations.

YUEN HING, No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS

in all kinds of hand-made

DRAWN AND EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c.

all of the best quality.

Hongkong, 5th August, 1900.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vaux Road, Central, Hongkong.

THESE MAY NOW ALSO BE OBTAINED IN DRAGON (TASTELESS) FORM.

SELF CURE NO FORTION! MARVEL UPON MARVEL!

NO SUFFERER NEED NOW DESPAIR.

Remedy for primary and secondary skin diseases, such as eczema, psoriasis, and other eruptions, which are usually cured by the use of this medicine.

OPIUM FOR AUSTRALIA.

A NEAT SMOUGLING SCHEME.

In the course of the hearing of the charge of conspiracy preferred against two Customs officers and a policeman, at the Central Criminal Court at Darlinghurst, a peculiar succession of circumstances in connection with devices conceived for smuggling opium was brought to light.

One portion of an elaborate scheme formulated, according to a statement of Charley Yen, a principal witness in the case, was of a somewhat ingenious character. Yen said that he was interviewed by them on the subject of entering upon the business of smuggling in an extensive manner. They required a couple of hundred pounds or so of capital (a mere trifle, when the profits were considered), which would insure a safe return of money, sufficient to cover the cost, in about a single trip if they were lucky. The money was to be invested in a launch, an up-to-date affair of ocean-going capabilities, which was to be used outside off the coast between the Heads and the Hawkesbury River.

The launch was to be fitted up with a complete fishing plant, and, as genuine fishermen, they would try their luck off Woy Woy, or some other spot favoured by piscatorial adventurers. They would be well posted in details regarding the movements of the steamers, and on their particular vessel coming into view, would put off and intercept her, quietly, of course, but lay off in her track all the same.

The opium would be cast overboard from one of the stern ports under the counter and, as it would float, and the line would be painted red, there would be no difficulty in keeping an eye upon them. As soon as the vessel had made an offing southerly, the long string of red floats would be picked up and a course steered for Sydney.

There would, of course, be a risk attached to all this, and they were open to suspicion at all times; but they had a trump card up the sleeve. The occupants of the boat would be then innocent enough, for they would be en route for the Customs, expecting on arrival to receive the reward of merit due to such zealous officers, who, acting upon the spur of duty, had given up the delights of fishing for the more commonplace enterprise of serving the King.

Only in part, though, for, should any such calamity befall them, they were to deliver up one-half only, or less than one-half of the lot, saying: "This is what we found out on the ocean." This is the opium which was thrown overboard. They would then receive credit for their seal, and, wishing the other eye, get rid of what they had hidden away. The scheme, however, fell through, for the police, being seized of matters connected with the process of bringing ashore the prohibited drug, were able to lay their plans accordingly. A scheme somewhat on the lines detailed by Charley Yen was put into operation, when some persons, one of whom was a Chinese, picked up a large consignment of opium outside the Heads, which, it was stated, had been thrown from an out-going steamer. They made towards Sydney with it in a sloop launch. They were chased by the Customs officers and captured, cargo and all, before they could get rid of the drug, although many opportunities had offered on the way.

THE POLAR GRAZE.

PROJECTED HUNTING EXPEDITION AMONG THE ARCTIC BERGS.

The Polar craze is spreading far and wide, and the only thing that arctic explorers are sorry for is that there are no more North Poles to find—two having been discovered already. But there is still a wonderful El Dorado away up in the neighbourhood of the Great Ice, and adventurers with time and money to spare will no doubt read with a thrill the advertisement of Mr. Sandon Perkins, F.R.G.S., who, once more hearing the North a-calling, has issued the following:

Arctic big game hunting.—Sandon Perkins, F.R.G.S., is now arranging Party for above for April, 1910. Profit and Pleasure. Particulars, address Sandon Perkins, Coliseum Theatre.

Between acts of his entertaining lecture Mr. Perkins breathlessly explained his scheme to a Morning Leader representative. "The Polar regions," said he, "are not nearly so black as they are painted. As a matter of fact, they are quite delightful if you sample them in the right sort of weather—the time of the year when both my old friend Dr. Cook and Commander Peary discovered their respective Poles. I have been in an adjacent parallel myself (modestly), and I know. Under proper supervision the dangers are infinitesimal less than crossing Fleet-st., I give you my word.

"My trip next spring will, of course, depend upon the number of gentlemen who come in, as will the size of the boat I shall charter. We go to Baffin's Bay and then onward, and I can promise good sport, though I am afraid we shall not get so far as that wonderful hunting country in which Dr. Cook found such a plethora of game. But I can promise plenty of narwhal and walrus, and our party will, with luck, easily be able to make their expenses out of the walrus skins we shall get. And for a health trip nothing could be more exhilarating.

A DISCOVERY IN WHITECHAPEL.

SUSPECTED RELICS OF THE GREAT PLAGUE.

While excavating work was being carried out in Whitechapel-road in connection with the construction of a strong room for the London and Provincial Bank, the workmen came across a number of wooden and leaden coffins containing skulls and bones, and a farthing bearing the date 1735.

Dr. Thomas, the medical officer of health for the Borough of Stepney, is of opinion that the bones belonged to about eighty bodies buried at the time of the Great Plague, and that the farthing had been dropped later by workmen whilst carrying out drainage reconstruction.

FROM THE FLOWER LAND.

ANTIQUER CHINESE COATS FOR MAYTAIN BRIDES.

The list of presents at a very fashionable wedding the other day included an antique embroidered Chinese coat for the bride.

A Morning Leader lady representative who made inquiries at Liberty's on the subject of these Oriental garments was informed that the firm had imported them for the past 15 or 20 years, but that it was only recently that there was a distinct boom in them.

"The mandarin's coat is really the Chinese Court dress, and is worn by both men and women."

The most sought after colour by connoisseurs is yellow, which is worn only by the royal family. A very deep indigo purple, which looks black at night, and red are the popular colours. White is rare, since it symbolises mourning, and a good green is very expensive.

EXQUISITE DESIGNS. These coats are hand embroidered in the most exquisite designs, the silk both of the coat and the embroidery being vegetable dyed in the older examples.

The Chinese are unequalled in the art of needlework, and some of the examples shown are marvellous in conception and execution, at least 12 months being spent over the work on a single coat.

The coats are originally lined with fur, but few reach this country in that state. The fur is removed before the coat goes to the Chinese pawnshop, where the agent buys it. Each coat before leaving China is treated with borax, and on arrival at Liberty's is baked at their dyers'. Some of the coats are in such poor condition that they have to be turned into cushion or piano covers.

SUPPLY GETTING SHORT. The supply of the finer specimens is, of course, bound in course of time to come to an end, and as regards antiquity it is difficult to gauge the date of a coat accurately. The ordinary age of an old coat will range from 25 to 10 years and its price from about seven guineas upwards.

SOME LACONIC BRITISH WILLS.

There are several parallel cases to that of Mr. Pitts, formerly assistant to the president of the Pennsylvania Railway, who, it was recently reported, left a fortune of three millions sterling to his widow in a will which contained only twelve lines of typewriting.

Three years ago Alphonse Henry Straus left a fortune of £296,211 in a will of forty-three lines, bequeathing the whole of it to his wife. Thus the estate was disposed of at the rate of about £7,000 per word. Lord Mansfield found half a sheet of note paper ample for the disposal of his world possessions. Sir James Fitzjames Stephen's will began and ended in thirteen words. A dozen lines served to dispose of Lord Russell of Killowen's estate of nearly £150,000, while Lord Brampton, who died two years ago, disposed of his estate of nearly £142,000 in 403 words.

The shortest will on record was that of F. C. W. Thorne of Streatham, who, on the back of an old envelope, wrote: "All for mother.—C. T." and thus disposed of his property, amounting to £8,350. Another laconic will was that of Robert Edmonstone, who died in 1907, and whose will ran thus: "I leave all that I am possessed of to my sisters, Marian and Frances Edmonstone, in equal shares," an equally brief attestation clause reading: "Witnessed in presence of each other," with witnesses' signatures and date.

As a contrast, one might mention the will of the late Lord Grimthorpe, in the framing of which no fewer than 11,070 words were used, and that of Edward Bush, a retired Gloucester engineer, who died last autumn worth £114,813, and disposed of it in a will containing 25,000 words.

THE WEATHER. The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 30th at 11.55 a.m.—The depression noted yesterday as lying to the North of Palawan, has developed. It is probably situated to the South of the Macclesfield Bank this morning, and apparently moving in a W.N.W. direction. The barometer is falling over Annam.

The depression, lying over E. Japan yesterday, is passing to the Pacific to the E. of Hokkaido, and pressure has increased considerably over S. Japan and the Loo-Chooes.

The "high" area remains over the continent to the North of the Upper Yangtze. Strong N. and N.E. winds to gales may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, strong; fair.
2.—Formosa Channel, N.E. winds, strong to gale.
3.—South coast of China between Hongkong and Lamock, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 3.

HONGKONG TIDE TABLE.

From Oct. 30th to 5th Nov., 1909.

Day	Month	Year	HIGH WATER.		LOW WATER.	
			Time	Height	Time	Height
Oct.	30	1909	10.30	5.5	4.30	2.5
Nov.	1	1909	10.15	5.5	4.15	2.5
Nov.	2	1909	10.00	5.5	4.00	2.5
Nov.	3	1909	9.45	5.5	3.45	2.5
Nov.	4	1909	9.30	5.5	3.30	2.5
Nov.	5	1909	9.15	5.5	3.15	2.5
Nov.	6	1909	9.00	5.5	3.00	2.5
Nov.	7	1909	8.45	5.5	2.45	2.5
Nov.	8	1909	8.30	5.5	2.30	2.5
Nov.	9	1909	8.15	5.5	2.15	2.5
Nov.	10	1909	8.00	5.5	2.00	2.5
Nov.	11	1909	7.45	5.5	1.45	2.5
Nov.	12	1909	7.30	5.5	1.30	2.5
Nov.	13	1909	7.15	5.5	1.15	2.5
Nov.	14	1909	7.00	5.5	1.00	2.5
Nov.	15	1909	6.45	5.5	0.45	2.5
Nov.	16	1909	6.30	5.5	0.30	2.5
Nov.	17	1909	6.15	5.5	0.15	2.5
Nov.	18	1909	6.00	5.5	0.00	2.5
Nov.	19	1909	5.45	5.5	0.45	2.5
Nov.	20	1909	5.30	5.5	0.30	2.5
Nov.	21	1909	5.15	5.5	0.15	2.5
Nov.	22	1909	5.00	5.5	0.00	2.5
Nov.	23	1909	4.45	5.5	0.45	2.5
Nov.	24	1909	4.30	5.5	0.30	2.5
Nov.	25	1909	4.15	5.5	0.15	2.5
Nov.	26	1909	4.00	5.5	0.00	2.5
Nov.	27	1909	3.45	5.5	0.45	2.5
Nov.	28	1909	3.30	5.5	0.30	2.5
Nov.	29	1909	3.15	5.5	0.15	2.5
Nov.	30	1909	3.00	5.5	0.00	2.5

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	118 1/2
Do. demand	118 1/2
Do. 4 months' sight	118 1/2
France—Bank T.T.	216 1/2
America—Bank T.T.	176 1/2
Germany—Bank T.T.	176 1/2
India T.T.	176 1/2
Do. demand	176 1/2
Do. 4 months' sight	176 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. 100	75 1/2
Japan—Bank T.T.	83 1/2
Java—Bank T.T.	103 1/2
Buying.	
4 months' sight L/C	119 1/2
6 months' sight L/C	119 1/2
30 days' sight San Francisco & New York	42 1/2
4 months' sight do.	43 1/2
30 days' sight Sydney & Melbourne	108 1/2
4 months' sight France	223 1/2
6 months' sight do.	223 1/2
4 months' sight Germany	180 1/2
Bar Silver	33 1/2
Bank of England rate	5 1/2
Sovereign	11 1/2

Shipping.

Arrivals.

Vessel	From	Agents	Date
Tjilong, Dutch s.s., 4,000, A. Pander.	29th Oct.	from Tjilong Pandan, Sugar and Gen.	30th Oct.
Trigona, Dutch s.s., 1,070, Holches.	29th Oct.	from 28th Oct., Keroline Oil.	30th Oct.
Antenor, Br. s.s., 3,652, Harsland.	29th Oct.	from 28th Oct., Gen.—B. & S.	30th Oct.
Anika Maru, Jap. s.s., 2,183, K. Sugi.	30th Oct.	from 29th Oct., Coal—M. B. K.	30th Oct.
Halloran, Dutch s.s., 2,047, W. van Oppen.	30th Oct.	from 29th Oct., Keroline Oil.	30th Oct.
Kwajalein, Chl. s.s., 1,000, G. Froberg.	30th Oct.	from 29th Oct., Gen.—C. M. S.	30th Oct.
Kai ling, Br. s.s., 1,604, McFarlane.	30th Oct.	from 29th Oct., Coal—C. E. & M. Co.	30th Oct.
Kalgan, Br. s.s., 1,143, E. J. Pettigrew.	30th Oct.	from 29th Oct., Gen.—B. & S.	30th Oct.

Clearances at the Harbour Office.

Vessel	To	Agents	Date
Trigona, for Canton.			
Halloran, for Tarakan.			
Halloran, for Swatow.			
Signal, for Canton.			
Maikida, for Swatow.			
Clara John, for Swatow.			
Arka Maru, for Kobe.			
Maifoo, for Shanghai.			
Kumagata, for Canton.			
Ata, for Shanghai.			
Mayori Maru, for Shanghai.			
Kueiyang, for Tientsin.			
Dafin Maru, for Swatow.			

Departures.

Vessel	To	Agents	Date
Per Binge Maru, for Japan.			
Per Binge Maru, for Japan.			
Per Binge Maru, for Japan.			
Per Binge Maru, for Japan.			
Per Binge Maru, for Japan.			
Per Binge Maru, for Japan.			
Per Binge Maru, for Japan.			
Per Binge Maru, for Japan.			
Per Binge Maru, for Japan.			
Per Binge Maru, for Japan.			

Passengers departed.

Per Binge Maru, for Japan. Mr. and Mrs. C. F. McWilliams, Capt. K. Kobayashi, Mr. Suzuki, Mr. and Mrs. F. J. Abbott, Messrs. Cass, Brinlow, F. Scudamore, Hanaaki, Middleton, Fletcher, K. Okamoto and Murai.

Shipping Remarks.

Str. Kwangtung, from Shanghai.—Strong N.E. gale with high sea and rainy weather all the way.

Str. Anson, from Shanghai.—Moderate N.E. winds, overcast and rainy to Tung Yung. Moderate N.E. overcast and clear weather to Hongkong.

VESSELS IN PORT.

Steamers.

Vessel	From	Agents	Date
Catherine Apar, Br. s.s., 1,730, G. F. Hudson.	28th Oct.	Calcutta 10th Oct., via Penang and Singapore 22nd Oct.	D. S. & Co., Ltd.
Changsha, Br. s.s., 1,469, E. Finlayson.	22nd Oct.	Australia via Port 18th Oct., Gen.—B. & S.	
Chibbi, Br. s.s., 1,135, Lindberg.	28th Oct.	Hongkong 27th Oct. and Hoihow 27th, Coal and Stock.—B. & S.	
Cholsing, Ger. s.s., 1,021, J. Brann.	28th Oct.	Bangkok 11th Oct., Rice and Meal.—B. & S.	
Chowfa, Ger. s.s., 1,055, F. Bruken.	22nd Oct.	Bangkok 14th Oct., Rice.—Yuen Fat Hong.	
Chowtai, Ger. s.s., 1,115, W. Möllerman.	25th Oct.	Swatow 24th Oct., Coal.—B. & S.	
Dajin Maru, Jap. s.s., 900, Y. Kaburaki.	29th Oct.	Tamul via Amoy and Swatow 28th Oct., Gen.—O. S. K.	
Derwent, Br. s.s., 1,562, J. Jenkins.	28th Oct.	Singapore 27th Oct., Gen.—Man Fat & Co.	
Drufar, Br. s.s., 1,102, J. Bing.	29th Oct.	Bangkok and Swatow 20th Oct., Gen.—C. S. N. S. Co.	
Empress of China, Br. s.s., 3,046, R. Archibald.	28th Oct.	28th Oct.—Vancouver, B.C. 6th Oct. and Shanghai 26th, Flour, Malls and Gen.—C. P. R. Co.	
Fitzpatrick, Br. s.s., 2,338, R. E. Hutchinson.	28th Oct.	Shanghai 14th Oct., Gen.—Order.	
Fukui Maru, Jap. s.s., 3,087, Murakami.	29th Oct.	Mol 23rd Oct., Coal.—M. B. K.	
Gregory Apar, Br. s.s., 2,061, S. H. Bolson.	28th Oct.	Mol 23rd Oct., Coal and Gen.—D. S. & Co., Ltd.	
Halmu, Br. s.s., 616, J. W. Evans.	28th Oct.	Swatow 27th Oct., Gen.—D. L. & Co.	
Haliopolla, Br. s.s., 2,067, J. W. Martin.	29th Oct.	Ching-wang-tao 24th Oct., Ballast.—G. L. & Co.	
Hongkong, Br. s.s., 376, H. Cornelissen.	29th Oct.	Hoihow 28th Oct., Gen.—A. R. M.	
Loongang, Br. s.s., 1,003, F. Wheeler.	20th Oct.	Manila 22nd Oct., Gen.—J. M. & Co.	
Minnesota, Am. s.s., 1,333, T. W. Gattick.	24th Oct.	Seattle 15th Sept. and Manila 24th Oct., Gen.—N. Y. K.	
Onang, Br. s.s., 1,751, E. S. Woolley.	23rd Oct.	Samarang 10th Oct., Sugar.—J. M. & Co.	
Pachabari, Ger. s.s., 1,373, C. G. G. G. G.	20th Oct.	Bangkok and Swatow 19th Oct., Rice and Timber.—B. & S.	

SANDAKAN, GER. S.S., 1,793, C. Wolff.

Vessel	From	Agents	Date
Sandakan, Ger. s.s., 1,793, C. Wolff.	27th Oct.	Sourabaya, (Polo Laut) 18th Oct., Sugar.—B. & S.	
Signal, Ger. s.s., 1,007, C. Schickler.	28th Oct.	Sourabaya 15th Oct., via Polo Laut 18th, Sugar and Malacca.—J. & Co.	
Sosun Maru, Jap. s.s., 900, T. Sugi.	27th Oct.	Swatow 26th Oct., Gen.—O. S. K.	
Sunlight, Br. s.s., 289, W. Shans.	28th Oct.	Hilo and Oahu 24th Oct., Sugar and Hemp.—B. & S.	
Tamling, Br. s.s., 1,350, G. H. Pennefather.	29th Oct.	Manila 26th Oct., Gen.—B. & S.	
Telamachus, Br. s.s., 1,340, G. Edwards.	23rd Oct.	Salmon 17th Oct., Rice and Gen.—W. Fat Sing.	
Tjilong, Dut. s.s., 2,390, P. Zwart.	28th Oct.	Mol 24th Oct., Coal and Gen.—J. C. J. L.	
Tjilong, Dut. s.s., 2,400, P. J. von Kummer.	28th Oct.	Mol 24th Oct., Coal and Gen.—J. C. J. L.	
Tjilong, Dut. s.s., 2,414, J. B. v. Damme.	28th Oct.	Mol 24th Oct., Coal and Gen.—J. C. J. L.	
Wongkok, Ger. s.s., 1,115, W. Reker.	28th Oct.	Bangkok 20th Oct., Rice and Timber.—B. & S.	

SAILING VESSELS.

Vessel	From	Agents	Date
Eclipse, Br. 4-masted barque, 2,069, J. White.	28th Aug.	Canton 27th Aug., Ballast.—S. O. Co.	
Juteopolis, Br. 4-masted barque, 2,651, F. Downing.	14th Oct.	Canton 13th Oct., Ballast.—S. O. Co.	
Lyndhurst, Br. ship, 2,244, Parnell.	16th Oct.	Canton 15th Oct., Ballast.—S. O. Co.	

Steamers Expected.

Vessel	From	Agents	Date
Mongolia	Shanghai.	P. M. Co.	Nov. 1
Fookang	Shanghai.	M. & Co.	Nov. 1
Germansia	Yap.	M. & Co.	Nov. 1
Nore	Singapore.	P. O. Co.	Nov. 3
Glenlucky	Singapore.	M. & Co.	Nov. 3
Kleist	Colombo.	M. & Co.	Nov. 4
Krest Simons	Suez.	M. M.	Nov. 5
Canton	Port Said.	M. M.	Nov. 10
Yehoshi Maru	Bombay.	N. Y. K.	Nov. 10
Kumang	Calcutta.	M. & Co.	Nov. 11
Montesque	Vancouver.	C. P. R. Co.	Nov. 12
P. Waldemar	Yokohama.	M. & Co.	Nov. 12
Empire	Sydney.	G. L. & Co.	Nov. 16
Taiyuan	Sydney.	G. L. & Co.	Nov. 16

DOCK RETURNS.

Vessel	From	Agents	Date
On Lee	at Kowloon Dock.		
Lyndhurst	"		
Ben Thuy	"		
Sosun Maru	"		
Patia	"		

TAIKOO DOCKS.

Vessel	From	Agents	Date
St. Enoch	at Quarry Bay Docks.		
Hupei	"		

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

COMP.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF PROFIT ON LAST YEAR'S DIV.	CLOSING QUOTATION.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	100,000	1135	1135	\$1,500,000 \$150,000	\$2,007,810	Interim of £1 for account 1909 @ ex 1/91 = \$1.72	4 % \$995 sellers London £91
National Bank of China, Limited	90,000	27	27	\$4,000 \$40,000	\$30,554	\$2 (London 3/6) for 1909	... \$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$150,000	none	\$10 for 1908	7 1/2 % \$162 1/2 ex div. 1
North China Insurance Company, Limited	10,000	215	21	Tls. 150,000 Tls. 20,747	Tls. 150,512	Interim of 7/6 for 1908	5 1/2 % Tls. 105
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$2,000,000 \$200,000	\$2,464,921	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 % \$347 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000	\$7,767	\$12 and bonus \$3 for 1907	7 1/2 % \$332 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$100,000	\$375,141	\$6 and bonus \$1 for 1907	7 % \$114 buyers
Hongkong Fire Insurance Company, Limited	5,000	\$250	\$50	\$1,000,000 \$100,000	\$268,711	\$27 for 1907	8 % \$375
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$24,518	\$1,018	\$1 for 1906	... \$83 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000	NIL	2 1/2 for year ending 30.6.1908	7 % \$31
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$100,000	\$21,170	Interim of \$1 1/2 for account 1909	7 1/2 % \$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$10,000 \$24,000	\$13,755	6 1/2 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.14	... \$60 buyers
Do. do. (Deferred)	60,000	25	25	\$10,000 \$24,000	\$13,755	Final of 2 1/2 for 1908 and interim of 1 1/2 for a/c 1909	... 7 1/2 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$2,111	\$2.00 for year ending 10.4.1909	4 % \$25
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000	\$2,111	\$0.50 for year ending 10.4.1909	3 1/2 % \$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$100,000 \$100,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$148 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$15,891	\$3 for 1907	... \$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,173	Tls. 3 1/2 for year ending 31.8.08	... Tls. 335
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	2 1/2	2 1/2	\$175,000 \$175,000	\$11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 20 sellers
Raub Australian Gold Mining Company, Limited	180,000 50,000	2 1/2 2 1/2	18 1/2 2 1/2	\$4,871	Dr. \$4,191	No. 12 of 1/- = 48 cents	... \$72 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	... \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$550,000 \$550,000	\$30,108	None	... \$63 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$28,443	\$145,162	Interim of \$1 1/2 for account 1909	12 1/2 % \$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,161	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 % Tls. 77 1/2 buyers
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 697,157 Tls. 10,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 139 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 30.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,100	\$15	\$15	\$2,000	\$24,611	\$1.20 on old and 60 cents on new shares	... \$17 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$68,071	\$19,372	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 % \$43 new b. \$104 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$26,475	Interim of \$1 1/2 for account 1909	6 1/2 % \$9 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$213,171	\$5,486	60 cents for 1908	5 % \$30 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$1 1/2 for 1908	... \$12
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,548,045 Tls. 800,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,068	Interim of \$2 for account 1909	8 1/2 % \$43 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,820	Tls. 1 for year ended 31.10.1908	3 1/2 % Tls. 149 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 43,939 \$30,000	\$9,553	50 cents for year ending 31.7.08	6 % \$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8 1/2 %)	... Tls. 92
Laon-Kung-mew Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	... Tls. 112
Sey Oon Cotton Spinning Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 1,172	Tls. 15,011	Tls. 50 for 1908	... Tls. 460
MISCELLANEOUS.							
Bell's Asbestos Marine Agency, Limited	8,604	12 1/2	12 1/2	\$1,500	\$2,648	15 % per share for 1908	... \$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$24,000	NIL	\$1.20 or 1908	9 % \$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 31.2.06	... \$1 1/2 sa. and b.
Do. do. special shares	10,000	\$1	\$1	none	\$3,407	50 cents for 1908	8 1/2 % \$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000	\$10,000	\$1.20 for year ending 31.7.09	7 1/2 % \$16 ex div. b.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$10,000	\$ 8.10	Interim of 3/4 cents for account 1909	10 % \$7 sa. and b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10,000	\$3,754	80 cents for year ending 31.12.08	8 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$ 7.70	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$20
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,195	Interim of \$2 for account 1909	10 % \$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$100,000	\$7,616	Interim of \$1 for account 1909	8 1/2 % \$13 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000	\$6,790	Third quarterly of Tls. 1 1/2 for account 1909	7 % Tls. 757 1/2 sa.
Messerschmitt, Ltd. (Mitsubishi) Ltd.	15,000	Tls. 100	Tls. 100	Tls. 547,500 Tls. 53,111	Tls. 16,423	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 % \$13 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$1,204	None	3 % \$9
Peak Tramways Company (new)	25,000	\$10	\$10	none	\$1,204	None	... \$9
Philippine Company, Limited	75,000	\$10	\$10	none	\$1,204	None	... \$9
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 14,820 Tls. 75,000	Tls. 5,350	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 105 buyers
South China Morning Post, Limited	5,000	\$25	\$25	none	Dr. \$5,602	None	... \$23 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	7 % \$11
Shen Waterboat Company, Limited	10,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 % \$10 1/2 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$40,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$12 buyers
Watson, (A. S.) & Co., Limited	93,000	\$10	\$10	\$300,000 \$25,000	\$2,613	Final of 30 cts. for 1908	6 1/2 % \$8 sellers
William Powell, Limited	12,000	\$7	\$7	none	\$78	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	... \$4 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,100,000	2 1/2	2 1/2	none	none	Interim of 12 1/2 % for account 1909	... 15/- buyers
Balgownie Rubber Estate, Limited	20,000	\$1	\$1	none	\$7,400	25 % for year ending 31.3.09	... \$67 1/2 sellers
Castlefield Rubber Estate, Limited	32,500	4	4 1/2	none	\$11,205	None	... \$20
Damansara (Selangor) Rubber Co.	110,000	4	4 1/2	none	\$1,120	Final 9 % making 12 1/2 % for 1909	... 75/- buyers
Golconda Malay Rubber Co.	80,000	4	4 1/2	none	none	None	... \$4 1/2
Highland & Lowland Fars. Rubber Co., (fully paid)	182,454	2 1/2	2 1/2	none	\$8,731	15 % for year ending 31.12.08	... nominal
Do. do. (contributory)	123,346	2 1/2	2 1/2	none	none	None	... 3/3 sellers
Kamuning (Perak) Rubber Tin & Co.	950,000	2 1/2	2 1/2	none	none	None	... nominal
Do. do. A Shares	105,000	4 1/2	4 1/2	none	none	None	... 78/-
Kuala Lumpur Rubber Co., Limited	182,000	2 1/2	2 1/2	none	1,810	3 % for year ending 30.6.08	... 24 1/2
Linggi Plantations, Limited (ordinary)	99,000	2 1/2	2 1/2	none	none	Interim of 40 % - 9d. for account 1909	... nominal
Do. do. (7 1/2 % pref.)	10,000	2 1/2	2 1/2	none	4,000	7 1/2 % for year 1908	... 24 1/2
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	\$6,722	15 % for year ending 31.12.08	... \$28 buyers
Do. do. (8 % pref.)	7,100	\$10	\$10	none	none	None	... nominal
Leedbury Rubber Estates Limited	6,200	\$10	\$10	none	none	None	... \$48 buyers
Do. do. (contributory)	40,000	1 1/2	1 1/2	none	none	None	... nominal
Sagga Rubber Company, Limited	20,000	\$10	\$10	none	none	None	... \$16 buyers
Sandycroft Rubber Company, Limited	1,000	\$100	\$100	none	\$1,275	Interim of 30 % for 1909	... \$20 buyers
Sekong Rubber Company, Limited	80,000	\$10	\$10	none	none	None	... 20/- buyers
Shelford Rubber Estate Limited	65,000	2 1/2	2 1/2	none	1,816	3 % for 1908	... 35/-
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	... \$30 sellers
Sungei Chok Rubber Estate Company, Limited	45,000	2 1/2	2 1/2	none	none	None	... 37/- buyers
Sungei Kapar Rubber Company	110,000	2 1/2	2 1/2	none	23,448	None	... 72/-

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Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882 CAPITAL ₱5,000,000



LA FLOR DE LA ISABELA

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

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REMINGTON
TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.

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VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the brain and heart and overstrain of modern life. It cures nervousness, trembling, palpitation, nervous dyspepsia, low vitality, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, creates all weakening and disorganizing influences, restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

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NOTICE.

M. R. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37 Hollywood Road, and floor.

Hongkong, 6th September, 1909. [683]

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